

by the Quartermaster's Department in Washington for use in the present maneuvers and constituting an animal pack train of heavy artillery. Some of the summer cottagers who were on the grounds to-day, had come up all the way from Philadelphia without difficulties until a conscientious policeman had pinched a whole lot of them on Friday afternoon at twenty-one miles an hour within the limits of Providence.

Although Louis S. Clarke, the vice-president of the company manufacturing the automobile army and accompanying them on their trip up, protested that by holding up the big machines the authorities of Providence were trying in the face of the United States Government and destroying the beauty of a real war in Massachusetts, the automobiles had to stay until a Magistrate in the Sixth District Court had duly examined the drivers of the eleven trucks and held them to answer on September 14 in \$100 bail a piece. The sequestered auto trucks drifted into New Bedford at 3 o'clock this afternoon after all the minions of the Quartermaster's Department were faint for lack of wider vocabulary.

Somewhat order gradually came out of the chaos of boxes, stacked arms, tethered cavalry horses and mixed companies in the morning, and from 10 o'clock on the waterfront, and the streets of the town to the open fields beyond. Here bicycle aides raced along the lines carrying directions for the disposition of the various commands, and hit by bit the long line of khaki was broken into segments and sent into favoring fields for temporary camps.

Along with the infantry and artillery went the wagon trains. The express wagon to New Bedford and its environs had been impressed and piled high with strange freight. A hay cart stopped a whole battalion of infantry while the express wagon was loaded with corn, wheat, and other crops. Whenever the tired militiamen had a chance to squat by the roadside and ease their shoulders of the unaccustomed backaches or blisters of the long ride, they were lightened by a contemplation of the tattered wagon train and muzzled up the teams.

To-night the lines of the Red army were complete. With a base centered on Lund's Corners Gen. Bliss had his left wing pushed out to Haver's farm, which the Seventh Cavalry occupies. The line runs eastward seven miles along Tarklin Hill road to where the Connecticut infantry and the Fourteenth of New York constituted the right wing. The New York batteries of the District of Columbia troops strengthened the centre of the invading line. Troop A had been advanced a full five miles to the line at Stone Point, and then the headquarters set up by Gen. Wood. Gen. Bliss has his headquarters established about the middle of his line near an ancient Quaker cemetery. A troop of the Tenth (colored) Cavalry is camped near by.

Out in the present debate territory between the Red and Blue armies lies the headquarters of the Blue army. Chief observer of the maneuvers, holds as a vantage point for communication with the front of both armies. There is a lot of a hill in the neighborhood of North Rochester and in the clearing of the scrub pine the two troops of negro cavalry acting as Gen. Wood's escort have set up a clean sunny camp of a dozen tents.

This will be the nerve centre of the corps' regular officers who are to act as umpires during the fighting. Every night the umpires will be called on to go to the headquarters to make reports and judge the day's results, and here every night a special topographical corps of engineers of the Regular Army will make out the maps and plans of every body of troops in the theatre of operations.

Late to-night word came of the last body of troops arriving. All day anxious inquiry had been made for the whereabouts of 1,500 Connecticut infantrymen with their equipment who were supposed to have put out from New Haven on Friday morning. They had been held up when the Meade finally made harbor here to explain the cause of the long delay. There had been fog and then more fog and that had been held up in New Haven for more than twelve hours. The latecomers did not reach their place in line until midnight.

ARMY OF DEFENCE READY.

Was Well Deployed and Prepared to Strike When Gen. Wood Ordered Delay.

BOSTON, Aug. 14.—In fear and trembling the good folk of this town crawled under their feather beds early this evening because of reports spread broadcast that the State was being invaded, that hostile troops were marching on Boston and that war had been declared.

The Boston time clocks were being extinguished about 8 o'clock, down in a pine grove, on the shore of Robinson Pond, six miles east of Bridgewater, there sat a group of State militia officers, pouring over a set of maps, some scratching their heads and others muttering unpleasant things under their breath.

The officers were at the headquarters of Brig.-Gen. Pew, commanding the State troops, who were turned out "hastily to-day to repel an army of invasion" in the war game, which is to last a week, when, theoretically, an attempt is going to be made to capture Boston.

Something went askew early in the night just as the militia were getting ready to make an advance along their line front, stretching across country from east to west for a distance of twelve miles, in an effort to drive the enemy back into the sea, from whence they came.

The something was word from Major-General Wood, official umpire of the mimic war, that he had received word from the beginning of hostilities from 12 o'clock to-night until 8 o'clock Sunday morning because of the failure of one of the transports having the first army about to arrive at New Bedford. The word was that the failure of this vessel to appear naturally upset the plans of the Blue army, as the defending force is known, and a complete revision of the scheme for defending Boston had to be made by Gen. Pew and Adj.-Gen. Bridgman.

Gov. Draper was also on the spot, but he is not present in the capacity of commander in chief of the State forces. Unless the weather gets too warm he will spend the entire week with the troops. The Blues have arranged to throw skirmishers promptly to midday, and to strike the first blow, driving a wedge straight into the centre of the invading army and splitting them in halves to drive them back into the sea.

This strategy was the result of some weeks of hard work at the State House on the part of officers, and it made them very weary of the result. The word of the postponement from Gen. Wood. The State troops reached the selected stations very promptly after leaving the city early in the morning. The Blues were conveyed in special trains from Boston alone, while other troops nearer Bridgewater reached there by various routes, and at 4 o'clock this afternoon the Blues were all en route ready for the command to start out in search of the "enemy."

The "Fighting Ninth" holds the left of the line at the front, and going across the line almost immediately, the Blues come in succession the Eighth and Fifth regiments headquarters, the Signal Corps, Batteries A, B and C of the Coast Artillery Corps, the Sixth Regiment and the Second Regiment. The Blues are to be ready for the fun to begin and they lay on for their arms to-night expecting the bugle call every minute. Later word was passed that the line that should be in the morning would still be in the morning and the men turned in under canvas.

There was somewhat of a scare in the city to-night over the report from Cape Ann that a large war vessel, whose iden-

ty could not be made out, had been hovering off Rockport from late in the afternoon and had finally lay to about a mile or two off shore. Some of the summer cottagers thought the vessel must be a transport bent upon making a landing there for the purpose of capturing Gen. Pew's summer home and taking the Gloucester fishing fleet by surprise. The report did not provide for any landing near Cape Ann the vessel is doubtless some naval craft that has been cruising along the Maine coast.

The warship proved to be the scout cruiser Salem. When Gov. Draper was informed officially at 10 o'clock this morning that a hostile force had landed on the southern coast of Massachusetts and was threatening the safety of Boston the mimic warfare was launched. In accordance with the rules laid down by the War Department the Governor called upon Adj.-Gen. Brigham to defend the city against the threatened attack, but long before that time some 7,000 troops had been ordered to the front under the command of Brig.-Gen. Williams. The next day orders were telegraphed and telephoned to the various military bodies and soon the streets of the city began to take on the look of a battle scene. The Blues had slipped their anchor and there was little delay in making a start for the railroad stations.

The first of the defending forces to get away was the Signal Corps, which left South Boston at 8:30 A. M. The next detachment to get away was the Coast Artillery Corps, eight companies of which were under Col. Charles P. Nutter at 7:30 A. M.

At 8:30 the Eighth Regiment, under Lieut.-Col. Sweetser, left, and attached to their train were cars carrying draught horses and saddle horses and fifteen wagons loaded with ammunition and rations. Thus they were prepared to leave the train at any place and begin hostile operations at a moment's notice, and it was the only regiment to leave the station so prepared for immediate fighting.

At 9 A. M. Troops B and D of the First Squadron of cavalry left South Boston with 15 horses and men and half an hour later Troop A left the same place with sixty horses and men.

Ten companies of the Fifth Regiment under Col. Oakes left the South terminus at 9:10, and on the way they picked up two more companies at Braintree.

At 10:15 the second corps of cadets left under Major Charles F. Ropes. The corps was composed of the first and second of the bicycle squad under Lieut. E. T. Redmond, and at 10:45 the division hospital and ambulance corps left for headquarters. The hospital corps carried over three hundred and thirty patients and sixteen horses.

The Ninth left shortly after, and as most of the equipment was sent along yesterday the men had comparatively little to carry. The members of the hospital corps who left this morning did not include the entire force, for part of the corps got away last night. There are about thirty men in the corps and fifty of them will be mounted during the maneuvers.

WOMEN'S SHOUTS ENJOINED.

Strike Sympathizers Prevent Non-Union Men From Sleeping.

ELWOOD, Ind., Aug. 14.—The wives and daughters of the striking sheet and tin plate company employees are making the lives of the non-union men so miserable that the management has decided to apply to Judge Baker of the Federal court for an injunction against them.

Affidavits have been prepared setting forth the grievances of the company against the women. In some instances, it is set forth, the women surround the homes of the workmen after their return from the factory and by singing and shouting make sleep impossible. The husbands and brothers, the application says, stand in the background and encourage the women to riotous deeds.

WANT FIXED COTTON RATES.

Texas Railroads Will Spend \$18,000,000 If There's No Change in Three Years.

GALVESTON, Tex., Aug. 14.—The Texas railroads through their general counsel have made a proposition to the Railroad Commission whereby they will agree to make an expenditure of at least \$18,000,000 over the next three years if the commission will guarantee that the rates on cotton will not be reduced for at least three seasons exclusive of the present season.

The railroads plan to make extensions and improvements on their lines and property in Texas which they estimate will aggregate more than \$20,000,000 within the next few years. The railroads say that with the uncertainty of freight tariffs in Texas they cannot afford to make extensive improvements. They are afraid that the rates on cotton are really lower than they should be if the roads are to earn a fair interest on their investments and that with the poor crop conditions this season earnings will be reduced from 20 to 35 per cent.

The commission while accepting the railroads' proposition as fair finds it is without power to guarantee that there will be no reduction in the cotton rates. Individually the members can't say they will always favor a reduction, but they are without power to guarantee that there will be no reduction in the cotton rates. On the other hand, the railroads are asking for a reduction of freight rates and propose nominating their own candidates for the Railroad Commission, who are to be elected to grant relief from what they call exorbitant rates.

GOV. HUGHES BACK TO-MORROW.

Will Rejoin Family at Saratoga Lake—Many Speaking Engagements.

ALBANY, N. Y., Aug. 14.—Gov. Hughes will rejoin his family at Saratoga Lake on Monday night and will leave there for Albany on Tuesday night. The Governor will attend the Greenwhich, Washington county, center on Wednesday and will speak at the Walkill center on Thursday and then return to Saratoga Lake. Other speaking engagements of the Governor are at Sandy Creek, Oswego County Fair on August 25, a direct primary meeting at Syracuse on evening of August 25, a picnic of the Patrons of Husbandry at Summit Park, near Utica, on August 26; the International Y. M. C. A. meeting at Silver Bay, Lake George, on August 27; the Tompkins County Fair at Ithaca on September 2, the Otsego County Fair at Rome on September 8, the State Fair on September 16 and the Otsego County Fair at Cooperstown on September 23.

AMERICAN BOOK CO. SUE.

State of Arkansas Attacks It as a Trust—Asks for Fine of \$2,000,000.

NEWPORT, Ark., Aug. 14.—Suit was filed to-day in the Jackson Circuit Court by R. E. Jeffrey, District Prosecuting Attorney, and Hal L. Norwood, Attorney-General, against the American Book Company for alleged violation of the anti-trust act. The suit asked that fines amounting to \$2,000,000 be imposed and that the company be prohibited from doing business in this State. It is alleged that the company, as publisher and distributor of school books, became a party to a pool or trust on August 15, 1908.

Churchill's Becomes a Second Rectory.

Churchill's Restaurant at Broadway and Forty-sixth street closed its doors last night under the management of the former police sergeant. There was a large crowd of familiar Broadway faces in the place until way past closing hours.

The doors were opened to-morrow night if the doors are to be kept open by George Rectory, who has left his father's establishment and is going to try and show the senior member of the family how it should be done.

MILITARY RULE IN MEXICO

DIAS ORDERS GEN. TREVINO TO COERCE TWO STATES.

President Removes Governors of Coahuila and Nuevo Leon and Tries to Dictate Successors to Their Legislatures—Hid for Railroad Popularity.

MEXICO CITY, Aug. 14.—President Diaz has conferred upon Gen. Geronimo Trevino, commander of the Third Military Zone, with headquarters at Monterey, absolute authority to deal with the political situation in the States of Coahuila and Nuevo Leon. Unless the legislatures of the respective States follow President Diaz's instructions in filling the vacancies caused by the removal of Gov. Miguel Cardenas of Coahuila and Gov. Bernardo Reyes of Nuevo Leon from office, a military regime will be established by Gen. Trevino over the two States.

The Legislature of Coahuila is still unanimously opposed to electing Pedernales Pena to the Governorship. Pena's name was submitted by Gen. Trevino, but the Legislature has even refused to accept the resignation of Gov. Cardenas which was demanded by President Diaz. The city of Saltillo is filling with troops preparatory to establishing military rule over State affairs. The anomalous condition exists of Cardenas still performing the functions of Governor notwithstanding that he was removed from office several days ago by President Diaz.

The Legislature claims full right under the Constitution to deal with the situation. It is the first time in the history of Mexico that a State legislature has refused to obey the orders of the chief Federal authority. It is stated here that Gen. Trevino will get the political affairs of Coahuila well in hand before turning his attention to Nuevo Leon. Many reports are current of possible revolutionary uprisings in various parts of northern Mexico, but they are found to come from irresponsible sources.

In order to quiet the prevailing political hostility toward the Federal Government in the Government Merger Railroad system the places of all foreigners are to be filled as rapidly as possible by Mexicans. Jose Y. Limanour, Minister of Finance, makes an indirect answer to-day to the charge that the Government is favoring Americans, in a communication addressed to the board of directors of the National Railways of Mexico. He says:

"Six months have passed since the consolidation of the railroads was effected and this Ministry believes sufficient time has elapsed for the new administration to have mastered the more serious of the difficulties of management which required that the personnel of the old companies be retained."

"On the above supposition, this Ministry judges that the time has arrived to express to you the desire nurtured by the Government to give the Mexican people the benefit of the employment of a greater scope than is at present afforded without injuring the foreigners who perform their duties uprightly and satisfactorily and without forgetting the regulations counselled by prudence."

"To obtain the realization of this desideratum, this Ministry believes certain means must be invariably employed as that of giving preference to the sons of the country in all cases where moral, physical and natural abilities are equal, to prevent the tricks of evil disposed employees, who, by means of inaccurate reports or otherwise, machinate to keep Mexicans from being employed or advanced, also by requiring the use of the Spanish language in preference to English in all departments, with those exceptions where circumstances make the employment of foreigners necessary, and finally by establishing practical and theoretical schools and creating a complete apprenticeship."

In reply to this broadside Pablo Macedo, president of the local board of directors, and E. N. Brown, president of the company, in lengthy letters set out that every effort is being made to change the entire personnel of the system and employ only Mexicans. It is further pointed out in these communications that the Spanish language is being used in the printing and correspondence of the system wherever it may be possible. The letters of Messrs. Macedo and Brown show that since the merger was accomplished that the high officials of the system have been using every effort to replace foreign employees in every department. Mr. Brown states that twenty operators have been placed in every despatcher's office in order that they might have practice and become competent to take the places of American operators.

TO ASK DIAZ TO VISIT U.S.

Delegation of Mexican Americans Carry an Invitation to Him Personally.

GALVESTON, Aug. 14.—A delegation of five well known Mexican Americans started for Mexico to-day to ask President Diaz to visit Texas and other States if possible this fall. The delegation, headed by Señor Juan Garcia, the former Mexican Consul at New Orleans, but now in business in San Antonio, includes also the delegates of Factories, Cal., formerly in the Government service, Mexico, Don Andres of Detroit, and Antonio Verdas and Ambrose Palmas, two cattlemen of El Paso.

The invitation is engraved on a heart shaped plate made of Mexican silver with the Mexican and American flags entwined. The delegation has testimonials from the Mexican International Union of America, from the Government and Congressmen of Texas and other States. Señor Garcia said:

"We, the Mexican Congress will grant permission and I know President Diaz will come to Texas at least."

BISHOP WILLIAMS'S BOOK.

It's a Collection of His Addresses Which Have Shocked Conservatives.

DETROIT, Mich., Aug. 14.—These sentences are to be found in "A Valid Christianity for To-Day," a book by Bishop Charles D. Williams of Michigan, which the Maomilian Company is publishing: "Godly agnostics like Dr. Huxley were made to admit the Christian table."

The mission of the Church is standardized by her blatant champions of faith and order. Religion is not essentially a philosophy, a theology, a dogma, nor yet a cult, but primarily a profound inward experience.

"Faith in creeds will avail you little, but trust in the living God is the very essence of spiritual life."

"Our national emblem, according to Continental caricature, should be a composite animal made up of a hog and a fox."

The Church of England was rent by fierce dissensions over doctrine and ritual and never lifted its hand against child labor.

Unless the Church leads in ethical advance she must shrink and shrivel and become effete."

The publication of the book is due to the urging of James R. Garfield, Roosevelt's Secretary of the Interior. Addressed by Bishop Williams have raised a controversy. This book is made up of some of his addresses.

VOLUNTEER BALLOON CORPS.

Movement to Organize Practice of Aeronautics in State of Massachusetts.

BOSTON, Aug. 14.—This State may have a volunteer balloon corps if the suggestion made to-day by Charles G. Glidden is carried out. He is making plans for organizing it in the fall. Recognition from the State militia will be sought.

The balloon corps will consist of men who are interested in aeronautics and will be made up of two divisions, pilot and meteorological. The pilot division will include the leading balloonists making ascensions in Massachusetts for pleasure, among them in addition to Mr. Glidden being N. H. Arnold and Dr. W. J. Randall of North Adams, Dr. Sidney S. Stowell and William H. Van Sleet of Pittsfield and Harold T. Pierpont of Springfield.

Those who have been invited to join the meteorological section are Prof. W. H. Pickering and Prof. A. Lawrence Rotch of Harvard, Prof. David Todd of Amherst and H. Helm Clayton, formerly of the Blue Hill Observatory. Practically all of the large balloons of the State will be in the service of the corps.

The balloons are distributed through all parts of the State. Seven widely scattered gas plants with crews trained in the work of inflating balloons will be utilized by the corps.

The men who are expected to comprise the meteorological corps have in their possession every known make of instrument to study the movements of air currents and weather conditions, and when organized Mr. Glidden says that Massachusetts will have the distinction of controlling the most complete aeronautical facilities in the world and the first of this kind ever established.

UPSETS OFF MANHATTAN BEACH

Two Canoes Capsize and Their Occupants Rescued by Life Guards.

Two young men who were upset in a canoe in front of the Manhattan Beach Hotel yesterday afternoon owe their rescue to the presence of mind of Clifford Howes, a thirteen-year-old boy, who was the only person to see their predicament. The seas were high and the canoe capsized in the backwash from a bulkhead.

Young Howes ran to the Manhattan Beach baths and had a lifeboat sent out. The young men, who gave their names as Thomas Colester and Bert Franklin, both living in Flatbush, were chilled and exhausted when they were picked up, but did not suffer any bad effects from their dip.

The diners in the Manhattan Beach Hotel saw that something unusual was going on and a large crowd collected on the beach to watch the rescue.

Another canoe containing Fred Bowman and Albert Smith, both of Toronto, Canada, was upset off the beach. The canoeists were rescued by life guards at the baths after they had been in the water about twenty minutes. They received treatment at the hotel.

DIDN'T GET HIS STOCK BACK.

Boston Suit Against an Estate Alleging Disappearance of Securities.

BOSTON, Aug. 14.—A suit for \$102,500 has been brought against William C. Cotton of Brookline and Walter B. Grant of Boston, executors under the will of Frank B. Cotton, by William P. Hunt of Boston in the Norfolk Superior Court.

Hunt alleges that on February 11, 1880, he loaned to Frank B. Cotton a certificate of stock for 100 shares of the Stratville Central Mining Company. His accommodation in securing loans for strengthening his credit in financial sources, which certificates Cotton agreed to account for or return on demand. Demand was made both during his life and after his death upon his executors but the stock has not been delivered or accounted for. The value at the time of loan is claimed to be \$10,000 and with dividends received is now more than \$102,500.

Another count alleges a similar loan on January 29, 1881, of five shares of the stock of the South Boston Iron Company and an advance by Cotton of a promissory note for \$2,500 as security, while a third count alleges that on January 29, 1881, there was a similar loan of eighty-five shares of capital stock in the C. Carter Company and the acceptance of a note for \$5,511 as security.

HOW DIRECTORS DIRECT.

Only 25 Per Cent. of These National Bank Directors Familiar With Their Banks.

WASHINGTON, Aug. 14.—Many replies have been received at the office of the Comptroller of the Currency to the letters sent to all directors of national banks several months ago asking whether they had any actual knowledge of the conditions of the banks with which they were connected. Lawrence O. Murray, the Comptroller of the Currency, sent out these letters in an effort to impress on the directors of national banks the important obligation resting upon them in regard to the banks and the public.

The replies indicate that the directors do not take an important part in the administration of the national banks. Four per cent. of the directors admitted they knew nothing of their banks, while 25 per cent. of the directors responded that they knew something of the real conditions of their institutions. Loans were approved by only 31 per cent. of the directors and in the remainder of the institutions the loans were left entirely to the discretion of the officers of the banks. Eighty per cent. of the directors could not certify as to the genuineness of signatures on notes discounted by the banks and 6 per cent. of the directors tacitly permitted overdrafts.

NIGHT RIDERS AT WORK.

Outlaws Give Notice of Coming Trouble in the Reelfoot Lake Region.

NASHVILLE, Tenn., Aug. 14.—Night riders posted round Reelfoot Lake, a small village south of Memphis on the New York, Philadelphia and Norfolk Railroad. He was born on April 6, 1832, and despite his age is still hale and hearty and can be seen almost any day working on his farm. He has a good crop of coal black hair and his beard is just tinged with gray.

Of the thirty-two children, twenty-one sons and eleven daughters, twenty-three are still living, his eldest son being 33 years old. Sixteen of the children are married. He has twenty-three grandchildren and three great-grandchildren.

FATHER OF 32 CHILDREN.

Twins Arrive to Increase the Record of John W. Guy, Aged 75.

DELMAR, Del., Aug. 14.—The birth of twins three days ago added another chapter to the record of John W. Guy, who at 75 years old is now the father of thirty-two children. He has been married three times, and through the marriage of a son by his first wife and a daughter by his second wife to a sister and brother of his present wife he holds the somewhat anomalous relation of brother-in-law to two of his own children. Guy is a wealthy farmer, living at Reelfoot, a small village south of Memphis on the New York, Philadelphia and Norfolk Railroad. He was born on April 6, 1832, and despite his age is still hale and hearty and can be seen almost any day working on his farm. He has a good crop of coal black hair and his beard is just tinged with gray.

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ENGINEER OF FIRE ENGINE KILLED.

A false alarm of fire from a fire box on the Old Bowery Road, Long Island City, at about midnight on Friday cost the life of Engineer Charles E. Meadows, 31 years old, of 142 Newell street, Brooklyn, attached to Engine 102. While the engine was dashing up Flushing avenue in answer to the alarm Meadows tried with one hand to tighten a bolt while he retained his grip on the engine with the other. A sudden lurch threw him from the machine and his skull was fractured. He died before an ambulance came.

MUSIC'S GREATEST CHARM

Is In Playing, Not Just Hearing It

O not think because you have some means for hearing music that you have exhausted music's possibilities for giving pleasure. As a matter of fact you will not begin to realize these possibilities until you play yourself.

The simplest art that you produce, will give you infinitely greater satisfaction than the performance of anyone else, however gifted.

The PIANOLA PIANO'S wonderful success proves the fascination that lies in playing yourself

The PIANOLA PIANO like any other piano, must be played by someone. Unlike other pianos, however, it offers two methods of playing—by hand, and with a perforated music roll.

Both are artistic and the new method gives the performer the same sense of personal achievement as the old.

If you are not yet familiar with the PIANOLA PIANO it will pay you to investigate it. You will quickly recognize its superiority to all devices which simply produce music mechanically.

The genuine PIANOLA PIANO is on sale in Manhattan only at Aeolian Hall. No other so-called Player-piano contains the PIANOLA with its Metrosyle, Themedist and other exclusive musical features.

PIANOLA PIANOS cost \$550 to \$1,150 Moderate PIANOLAS \$250 to \$450 Monthly Payments

THE AEOLIAN CO. AEOLIAN HALL, 362 Fifth Ave. Near 34th Street - NEW YORK

KILLED RACING ON THE DRIVE

WHILE TRYING OUT MOTOR-CYCLE FOR WILLIAM BACHE.

Chauffeur and a Young Man Were Speeding New Machines in the Early Morning When One of Them Hit a Tree—50 Miles an Hour, Policemen Said.

While racing two high powered motorcycles on Riverside drive shortly before dawn yesterday morning Frederick Decker, a chauffeur, of 44 West 135th street, was killed by running into a tree, and a young man who said he was William Bache, "son of the banker," narrowly escaped being hurt by running into Decker's motorcycle as it swerved across the roadway.

Bache had just received the motorcycles and he was anxious to try out their speed, as they were guaranteed to make at least fifty miles an hour. He got Decker, and the two went over to the drive at a time when they thought neither pedestrian nor policeman would be about.

They were seen first about 3:15 by Policemen Philip and Fitzgerald of the West 100th street precinct, who were standing at the corner of Ninety-seventh street. It was not yet light. The policemen heard the loud reports coming from the two machines as they raced south on the driveway. Both of the motorcyclists had their throttles wide open and their mufflers cut out. The policemen figured that they were going at fully fifty miles an hour when they struck the tree.

Before the policemen had time to make up their minds as to what was coming two streaks went by them and on down the drive. Decker and Bache went to Seventy-second street and then turned north again. The popping of their engines could be heard some blocks away. Flick ran into the road and yelled to the riders to slow down, but they paid little attention to the policeman and went on toward Grant's tomb.

The policemen forgot about the motorcyclists for perhaps ten minutes or so, when they heard the loud reports of the two machines as they came south on the road. The front wheel shot to one side and the heavy motorcycle headed straight for a tree along the drive walk at the rate of forty miles an hour.

It is just possible that Decker could have avoided the tree had he not apparently lost his head. He let go of the handlebars and wildly waved his arms. He was the fraction of a second away from the tree when he was struck and smashed into the tree. The machine ripped the bark off the tree and Decker went head first into the trunk. He fell to the ground and lay stretched out at full length.

Flick, Fitzgerald and Bache ran at once to Decker. He was apparently alive and an ambulance was called from the West 100th street station. When Dr. Du Bois arrived, however, the chauffeur was dead. His body was taken to the West 100th street station in a patrol wagon with the mass of junk which had been his machine.

At the station house Bache gave Decker's name and address and gave his own name as William Bache, son of the banker. He was asked to leave the station house to go and notify the chauffeur's family. Last night Decker's father arrived from Hudson, N. Y., to claim the body. He was asked to leave the station house and said he was William Bache, "son of the banker" at 42 Broadway. Jules S. Bache of J. S. Bache & Co., 42 Broadway, has no son. Leopold S. Bache, another partner, has two sons, but he said last night at his summer home in Port Chester that neither of his sons had a motorcycle.

The body of the chauffeur was removed last night to the morgue for identification and will be shipped to his home to-day.

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